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ENTRANCE TO BRITISH EMBASSY .

England, Austria and Germany in Mansions With Histories-A Bit of Japan in France-Italy Looking for an Embassy

PA=-: June 24.-If Congress eventually decides upon buying land for an American embesty in Paris it will certainly find that it win have to pay for the delay in taking that step. Land values in quarters suit-

A mansion with a garden, total area less than 7.000 square yards, fronting on Rue Chaillot and the Avenue de l'Alma, was sold sixty years ago for \$60,000, was sold again last year for \$600,000, and an offer



days when the flerce light that beats about

a throne is but a candle compared to the electric glare that floods an American embassy, has given it to be understood that he wishes his house to be respected

· AMERICAN EMBASSY

of \$1,000,000 made this year was refused. The average price of land in the quarter where this house is situated is from \$140 to \$240 a square meter, in the Champs Elysées from \$300 to \$500, and between the Avenue Montaigne and the Quai Debilly from \$180 to \$200 a square meter.

Italy is at present on the lookout for an embessy building, the Italian Parliament having recently voted \$900,000 for embassies in Paris and Vienna and legations in Brussals and The Hague. The buildings in Ir say's and The Hague have been bought, and \$400,000 the same amount as has been proposed for buying an American embassy to be spent on an embassy in Paris.

Some months before the death of Count Tomielli, the Italian Ambassador, negotiatiens were in progress to buy the Duke of Talle rand and Sagan's house in Rue St. Dominique, but they fell through, as it was thought that the house was too small. Italy then renewed the lease of its present house in Rue de Grenelle, but only for the rest of the year

Henry White, the American Ambassador, has taken a house in Rue François Premier. Mr. White, possibly feeling that these are

as his private home and not be written about or photographed, at least as regards the interior, for publication. It may be properly said that the house is in every way suited for the residence of the representative of great Power, although it would probably prove too small if the business part of the embassy had to be carried on in it.

The house was in the market for some time before Mr. White took it, and the price asked was about \$400,000. It could probably be bought for \$360,000. The rent may be placed at \$12,000 a year. After the war with Russia Japan raised

its legation to the rank of an embasey and moved into 7 Avenue Hoche. The Japanese Government has not bought the leouse, but rented it for nine years at \$10,000 a year.

From the legal point of view the house

is now a little bit of Japan in Paris, and the Japanese have made it so in reality, for all the internal fittings, the furniture, carpets, wall papers, decorations, curtains, have brought from Japan. In fact, the house contains nothing not purely Japanese except the doors, which were made in England, as it was feared that the Japanese wood would not stand the climate, and a few

electric lamps which were made in Paris from Japanese designs. The house has proved somewhat small for both a residence and an office for the Ambassador.

Austria-Hungary has certainly been the luckiest country in the search for an embassy, as the Duke de Galliera bequeathed his fine house at 57 Rue de Grenelle to the Austro-Hungarian Government, which entered into possession of it on the death of the Duchess in 1888. The Duke is supposed to have wished to show his gratitude to the Emperor, who had decided an important arbitration case in his favor years before.

The British Embassy, at 39 Rue Faubourg St. Honoré, was bought by the British Government in 1815 for \$180,000 from the Duke of Wellington, who had bought it the year before for \$100,000. Its present value estimated by Mr. Vye-Parminter, the architect to the Embassy, at from \$1,400,000 to \$1,500,000, its value being somewhat reduced by an old regulation forbidding the erection of any buildings on the portion of the land that faces the Champs Elysées. The original mansion was built about 1717 for the Duc de Charost. Benjamin Franklin was a tenant of it for some time when

The British Government spent \$115,000 Ambassador to France and fitted it with the first lightning rod seen in France. in improvements in 1905, and is this year making further additions, as King Edward Pauline Bonaparte, the Princess Borghese often stays at the embassy. Napoleon's sister, occupied the house during the Empire and added lavishly to the

The German Embassy, at 88 Rue de Lille, decoration of the rooms. The beautiful has a history similar to the British Em-Prince Eugène de Beauharnais, Empire furniture decorated with finely chiselled bronze which filled her bedroom on of Napoleon's first wife by her first was included in the sale price to the British husband, Viscount de Beauharnais, bought the palace in 1803 and made it one of the Government and would alone be valued today at a higher sum than was paid for the finest of the time.

· GERMAN EMBASSY · *

of a defun mansion, now occupied by his widow. A dozen of the largest houses in town with their grounds might have been set A dozen of the largest houses in with their grounds might have been set within the widow's ample demesne and there would still have been space for her own huge mansion. The sense of peace and space and the richness of thick leaved and long grown trees gave the place a dignity rather unusual in the homes of local magnates.

local magnates.
One o'clock found the steamer casting loose for her return voyage, and there followed even hours in the river and at the island harbors just beyond its mouth. The afternoon voyage was a succession of delicious pictures seen in reverse order from those of the morning and by the light

village port, the masts and spars of a tiny shipyard grouped themselves into slowly changing panoramas of the softes

tones, together with the unfailing courtesy and dignity of a people bred to the simplest self-respect. Two capable looking business men from widely sundered parts of the peninsula found a congenial topic in the peninsula found a congenial topic in the gossip of the Methodist church and its ministers. One extolled the ready speech of the simple islanders in church and at conference and recalled with a sort of reminiscent superiority the emotional fervor of their religious life, caught no doubt from the tradition of Father Taylor, the Apostle of the Chesapeake, while the other, who was plainly an up-countryman

religious conditions.

They parted at one of the island piers with mutual assurances of distinguished consideration, and he that remained aboard. scenting a flavor of worldliness in the Northern fellow traveller who had sat by all afternoon, explained with something like apology that he was not after all so ardent a Methodist as a casual listener

ardent a Methodist as a casual listener might suppose, but rather a man whose occupations brought him in frequent contact with the brethren, in fact a curiously intelligent critic of the cloth.

Sea and sky, moon and slowly fading afterglow again conspired to lend enchantment to the early night. Fresh looking girls in white laughed and chatted beneath the delicious twilight on the long island piers while the vessels discharged and loaded freight; fishing craft came alongside in the bright gloaming under sail and rounded to the steamer's gangway with triumphant seamanship; robin and woodthrush and mockingbird sang their goodnights over and over from the darkening nights over and over from the darkening shore, and, the last landing made, the vesse turned her back upon a horizon of mingled green, murk and old rose, to pick her way with searchlight and cautious speed among

In Heart of Republic They Maintain Their Ancient Government.

Buried in the heart of a civilized, powerfu and progressive foreign people, a little handful of Indians have lived for 300 hundred years,

there as a guest, bought it in 1807 and made it into the Prussian Legation. He paid only \$60,000 for it, while to-day the house with the fine garden that belongs to it would realize somewhere about \$800,000. As with the British Embassy, much valuable furniture was included in the sale, notably that contained in the bedroom of Queen Hortense, Prince Eugèpe's sister, where an immense looking glass is still to be seen in the centre of which is a hole made by

bullet fired in the Commune days. long ago gave up as hopeless any struggle against the power of the Spaniard, and later on the Mexican nation, and this submission is responsible for the fact that they have been

to retain their ancient customs, habits and modes of government. Amatlan is a little piece of China in the heart of Mexico. It has built a Tatar wall around itself, and no man may pass that wall without the permission of the authorities. In Amatlan strangers are looked upon with susnot even traders are allowed in the city without a special permit from the authorities. All these things have contributed to keen Amatlan the curious community it is. It cannot be called a nation or even a tribe for the estimate of the size of the population of the whole people is variously put at from 5,000 to 15,000. The town itself is not over 3,000, but

vomen, are very fond of dress, and they are skilful in needlework. Upon their holiday dresses they lavish a great deal of patience, time and labor. Some of the Amateca women when young are very beautiful, and in general they have much better features than those of most of the other Indian tribes that surround them. Even the women when they get older possess pleasing features. Their ndustry, the tranquil lives they lead and the better food they receive and have received for at least three generations are probably responsible in a great degree for this.

When the Spaniards under the conqueror Hernan Cortes landed in Mexico, near Vert Cruz, and began the march to the Aztec capital, the Emperor Montezuma sent several messengers and spies to bring him news of the mysterious strangers. Among others sent was Oceloti, or the Tiger Prince, as he is known in history and legend. was one of the best Aztec artists, and the Emperor commissioned him to make sketches of the invaders so that he might judge of

of the invaders so that he might judge of them by their appearance.

Occlotl brought back a complete report to the Emperor and gave it as his opinion from what he had seen of the strangers that it would require all the strength and cunning of the Aztec empire to contend against them. Montexuma was so angry at this unfavorable report that he ordered Occlotl to be publicly burned as a coward who wished to frighten with childish tales the courage of his warriors, until then ever successful.

There is a curious legend still told by the Amatecas to the effect that Occlotl stopped at Amatlan on his way back from Vera Cruz and that the people flocked about him to hear what he had to say. Occlotl told them of the fair faces of the strangers, their garments, which shone as bright as the sun itself, the great beasts they rode, and how they came armed with weapons of the god of thunder and lightning. The people of Amatlan held a meeting in the public square and when the chiefs had heard the story of Occlotl they decided that the newcomers were indeed the warriors of the Emperor of the Sun and that there was therefore no use whatever in opposing them. So they sent a message to Cortes saying that they had decided to become his friend.

Whatever truth there may be in this legend it might well have ever been clever diplomatists. When the Aztecs were at war with all the people around them the Amatecas as a people. They have ever been clever diplomatists. When the Aztecs were at war with the message to constitute the proposed them from invasion by the Aztec army. At the same time they had tractics with two other rude nations of the south and east that were at war with the extens.

SMALL AUXILIARY YACHTS

COMBINATIONS MADE POSSIBLE BY GASOLENE ENGINES.

nereasing Number of Small Boat Owners Are Adding Motors to Their Equipm —Cost Not Prohibitive and Any Ow Can Soon Learn to Run the Et

The gas engine has been a great boon to yachtsmen. Before it was perfected there were-practically two types, sailing craft and steam yachts, save in a few insta a steam engine was added to a good sized

saling vessel. With a steam engine, bough, the vessel had to be large, because steam engines, no matter how small, require space. There must be room for the engine itself, for the boilers and for the furnaces, and then coal has to be stored and many more men are required to run a steam engine than a gasolene motor. Now auxiliaries are to be found everywhere. Some are catboats in which a small motor has been placed. Some are small sloops with room enough under the cockpit to hold the motor, some are larger, and some are quite good sized schooners which have as an auxiliary power a motor that will drive them seven or eight miles an hour.

The advantages of the auxiliary are many. especially to the man who has not all the time he would like to have., Commodors Colt was once asked why he did not get rid of the schooner Dauntless and buy & fine steam yacht, and it was pointed out to him that with a steamer he was always sure of being able to get back to port.
"That," replied the commodore, "is the

reason why I don't want a steam yacht. Ferryboats always run on time, and every one who has five cents can yacht on a ferryboat. When I go out sailing half of its fascination and pleasure to me is in its uncertainty, and I don't want to know when I will return."

Every one who owns a yacht, though, has not the leisure that Commodore Colt had. Now a lover of sailing can have a vessel which is equipped with a gas engine. He can sail as long as the wind will let him. and then when the wind fails he can start the motor and soon make harbor.

When the gas engine became popular many men purchased sail yachts that had been good in their day, but which had been outbuilt. The old time yacht was usually a vessel of good beam and good draught, and not like the racing machines that were developed a few years ago. They were for sale simply because other yachts had been built that could outsail them. They were good for cruising, but yachtsmen who wanted cruising craft were then in the minority. The auxiliary fever gave a boom to this market and very soon nearly all these yachts were purchased.

A shrewd buyer could find a craft that would suit his requirements and that had a good heavy lead keel. Lead makes the best kind of keel for a racing yacht, but iron will serve just as well when only a cruiser is wanted, and lead is worth about \$90 a ton. This shrewd man would buy yacht with perhaps eight or ten tons of lead on the keel. The price paid would often be not much more than \$1,000. He would be not much more than \$1,000. He would have the lead ripped off and sell it for \$700 to \$900, have it replaced with iron at a small cost, and then have the motor installed, and in this way get a good serviceable craft with lots of accommodation for a few hundred dollars.

with lots of accommodation for a few hundred dollars.

The gas engine is small, it can be controlled just as it is in the automobile and handled by the man who is steering the vessel. It is an economical engine and uses about a pint of gasolene an hour for each horse-power developed. Gasolene sells for about 18 cents a gallon.

With a steam engine fires have to be built some time before the engine is to be started in order to get a good head of steam, and after the engine has been run and the trip ended the fires are banked for the night. They still consume coal and give out heat. With a gasolene motor no fuel is consumed until the motor is in use, and the consumption of fuel stops when the motor stops running.

motor stops running.

It takes a licensed engineer to run a steam engine, and if it is a large engine an assistant, oilers and firemen are required.
Room is wanted for the coal used, so that
on a steam yacht 100 feet in length there
is no more accommodation for the owner
than in a sixty foot vessel equipped with a

gasolene motor.

It is in small yachts that the gasolene motor is at its best, and in small salling craft it has been used everywhere. These small auxiliaries that can carry a motor under the oockpit floor have become so popular that in some waters they have almost driven the salling craft away.

In vessels that require good sized motors

almost driven the sailing craft away.

In vessels that require good sized metors it has sometimes been found necessary to sacrifice space inside the yacht for the motor, but usually it can be installed where it will not spoil the interior arrangements of the yacht. It is well to place the motor as low as possible and to keep the gasolone tanks low too. The shaft will run through the keel of the yacht, and a space has to be cut in the deadwood aft in which the propeller will turn. This will come forward of the rudder, and on small yachts this propeller is usually two bladed, so that it can be hung when the motor is not in use in a line with the speed of the yacht when interfere with the speed of the yacht when sailing.

sailing.

In many yacht clubs the auxiliaries have been recognized, so that they can take part in races against regular sailing craft. On entering a race with sailing craft it is usual to seal the motor before the start. If the owner has to break these seals and use his motor to get back to port, as often happens, the yacht of course is disqualified. Races for auxiliaries have been arranged in which the owner is allowed to sail or use power. The yachter are started and have to get over the course as quickly as possible. Sometimes they will make best speed under sail, and then it will happen that the wind dies out and the motor is started to complete the course. the motor is started to complete the course.
One of these races recently was around
Long Island.

Long Island.

Gasolene engines such as are put in these small auxiliaries are not expensive. A 4 horse-power motor can be had for \$75 or \$80, and it will weigh, complete, about 150 pounds. A 6 horse-power motor can be had for \$125 and it will weigh about 175 pounds. Just now one does not require a license to run a gasolene motor as long as the boat is used only by the owner, but if he carries passengers of runs his craft as an excursion boat then he must qualify as an engineer and procure a license from the proper authorities.

Has Lived Forty-three Years in Alaska From the Seattle Times.

Living in Alaska continuously for the past forty-three years, L. Nadeau, aged 70, of Ketchikan declares that he would not live in any other country on the globe. not live in any other country on the globe. His friends assert that he has lived in the frozen North longer than any other white man now in that country.

Nadeau was one of the first employees of the old Hudson Bay Company in that district and knows the history of Alaska like a book. He lives alone in his cabin at Ketchikan and every man, woman and child in that town is his friend. Nadeau is a native of Maine. His closest companion is a big dog.

Hawk's Fight to Protect Young Egg Harbor City correspondence Philadelphia

Record.

When Christian Lehneis, superintendent of the Egg Harbor Cemetery, entered the grounds this morning he heard a noise in one of the lots surrounded by cedars.
Investigating, he was attacked by a large chicken hawk, which was feeding five young ones. With no weapon to protect himself, Lehnels was compelled to fice, but he came to town and got his gun. When he returned the hawk and its young had disappeared. Later this afternoon he again came across the hawk family, and the old bird charged him again, but this time he was prepared and killed it. The hawk was a large specimen, measuring four feet across the wings.

CRUISING IN THE OLD SOUTH the late afternoon of a perfect mid-June day all the indications were for a propitious the lightest of summer garments, as the heaped foliage, there another was fended vessel moved from wharf to wharf in her from the north wind by the velvety, blackvoyage. Far down the long, narrow har-A NORTHERNER'S TRIP ON bor the fleet of outgoing steamers swam CHESAPEAKE BOAT. Exhibitions of Southern Courtesy-Scenes

low in the water like a flock of huge white swans, while strung out behind in irregular line late starters came in swift pursuit. Overhead a serene sky promised exactly on Chesapeake Bay-River, Towns and the right atmospheric conditions and al-Old Homesteads-People Unchanged in ready a knowing eye could detect premoni-Their Characteristics—Old Traditions. tory symptoms of the great moon that soon BALTIMORE, July 4.-If the young man was to silver all the night.

The vessel's snoring forefoot ploughed gently the almost unruffled water, as if loath to break the slightly shimmering mirror of the sunset sky, while astern the ear was soothed with a thousand delicious liquid sounds; the steady, soft threshing of the huge side wheels; the dying sighs of the million bubbles that foamed their lives away in the milky wake, like the humming of innumerable bees; the low, salty whistl of the southeast wind, and the long, lazy laps of the crested wavelets that widened and widened into the mere flat surface along the vessel's course.

Passengers and crew were an epitome of human life in the middle third of the great Chesapeake basin, and in dress and speech and manner they were unmistakably differentiated from their Northern fellow

"I laike ma food with a high relish," said gaunt, red header islander, as he doused the already pepper hot clam stew with his heart and for the sake of which he had cayenne, and even this uncomfortable experiment could not deter him from relterating his gastronomic principle.

The passengers were mostly plain folk, but impeccably respectable, and graced with a sort of austere and simple dignity far removed from the severity of Puritan manners, and born perhaps of the ever present consciousness that they belong to the dominant race. As to the race problem, the Northern stranger felt that for all in his presence, of whatever shade or color, it was for the time being, at least, a well settled matter, so thoroughly settled indeed as to leave no room for friction.

There was perhaps a trace of sullenness in the faces of one or two of the roustabouts who wheeled the miscellaneous freight on and off the boat with prompt and precise celerity, but in the saloon appeared no such sign of discontent. Those plain and simple whites in their unpretentiously neat best clothes accepted the ministrations of the colored waiters with the quiet, assured air of persons accustomed to be served, but with a courtesy scrupulously responsive

to the faultless manners of the blacks. In fact, for good or ill, it was a definitely ordered society affoat on the Chesapeake that night, a society in which the subordination of race to race, however modified by the facts of 1881-65. was as unmistakable as in the period before the earlier date.

By 9 o'clock the ghost of the dead sunset took its unwilling flight before a moon riding high in the cloudless heavens, and when the traveller looked from his stateroom window at early dawn after a night soothed by the myriad whisperings of the water the promise of eight hours before was faithfully kept and the new day was as lovely as the old The square sperture framed what looked like a Japanese print, for against the seasoft background of the early morning sky stood out a sand rimmed cape, curving to an exquisitely slender hook, and feathered almost to the water's edge with pines great. and small, so picturesquely set as to suggest the landscape gardener's least obtrusive and

white alike.

Although it was not yet 8 o'clock, one sat forward on deck with delicious comfort in

voyage up the broad shallow river which was to be her course for the next four hours. was to be her course for the next four hours.
The day was already so warm that the stiff breez, carte pleasantly to bare hands and thinly stockinged ankles, so cool that the rays of the sun fell with comforting warmth upon back and head.

upon back and head.
Across the smooth surface of the stream
the vessel slid like a skater, while with
each turn of the great lazy curves in which
the river uncoiled its length came a new the river uncoiled its length came a new panorama of sea and shore and sky. Now the banks fell away into wide and vividly green marshes, where wren and redwing blackbird piped and twittered; now they narrowed to forest clad bluffs, with here and there a stout eighteenth century homestead of uncompromising brick, set Englishwise, after the sound and simple domestic architecture of the mid-Georgian period. Beautifully shaded by the huge trees of a bold bluff stood St. Bartholomew's Church, now just closing the third quarter of its now just closing the third quarter of its second century, and not far away were the clustered and whitewashed buildings of a

clustered and whitewashed buildings of a well kept farmstead, for a period as long as the life of the church itself the home of some who worshipped at St. Bartholomew's.

While the steamer yet lingered in the glittering little ports near the river's mouth scores of crabbing craft put out for the shallows of Tangier Sound. Those odd little bugeyes and canoes, whether under sail, driven by paired oars or exhibiting the seemingly easy miracle of the sculler's art as practised in these waters, had the ineffaceable charm of the sea and its belongings, and it was hard to convince oneself that these hardy seamen were busied in gainful occupations and not merely showing

mat these narry seamen were busied in gainful occupations and not merely showing themselves and their craft as part of the mise en scene set for the delectation of the voyager from the North.

Now and then a schooner under sail kept warily out of the steamboat's course, and sometimes a saucy little naphtha launch thumped its undeviating way up stream of thumped its undeviating way up stream or down, noisily modern and hurried amid the leisurely quiet of craft driven by sail and oar. At one point the passengers watched with curiosity the slow progress of a rope ferry scow laden with a country buggy and half a dozen men and women. Less than ten steps would have taken the horse and vehicle into deep water, but two women sat placidly behind their quiet beast while the ferrymen toiled at the dripping cable.

dripping cable.

The first considerable up-river port had a busy little shipyard and a picturesque village street with a homelike cottage whose wide door, laved with the morning whose wide door, laved with the morning sunlight, gave the inmates a view of the stream across a plot of deliciously green grass. Curious, wide eyed children came to the door and gazed at the towering vessel, neighbor, as it were, to their just deserted breakfast table, and quiet folk in all the village houses looked up placidly from their household tasks at the strangers on deck,

Along the small Sahara of the highway came the wheeled oil tank of a deplorable octopus, which here took on an almost benevolent guise, drawn as it was by two benevolent guise, drawn as it was by two small and innocent native bullocks and driven by an equally native white of grave aspect, the diameter of whose straw hat might have made the "Merry Widow" blush the color of her own ribbons in envy of his headgear.

Hermit families in stilted cottage light-

houses at the mouth of the river looked with eager curiosity of lonely folk at the passing vessel, and some one astounded his unsuspicious fellow passengers with the confident assertion that the lighthouse keeper raised just where he lived all the vegetables consumed by his family.

"How? In window boxes?" asked he that took the simple hait.

"How? In window boxes?" asked he that took the simple bait.

"No," answered the joker. "With a block and fall from the market boat when it comes alongside."

Ever since families have been thus marconed in the shallows of the Chesapeake, some one has been found to amuse the natives by taking that time worn bait.

That many curved and placid river, ever narrowing toward the head of navigation, introduced the voyager to the country-aide with a sort of shameful intimagy.

Here a homestead was smothered in design.

from the north wind by the velvety, blackgreen wall of a pine grove, the erect and ordered stems of which looked like huge organ pipes and seemed to explain the sighing music of the branches.

Close beside a shipyard was a high set great white mansion of noble proportions and simplicity with a fascinating summer garden at the water's edge, approached by stairs and terraces. One guessed by intuition as a schoolhouse set upon a bare bluff swam into view what heartsick glances the tired children cast in the early and gracious spring of this region upon and gracious spring of this region upon the tantalizing wavelets of the sunlit river School was now over, and bare, embrowned boys were seen in far shadowed coves diving into the lucent green water or swimming about an old cance, their patient and

ming about an old cance, their patient and almost animate playfellow.

The coolly impudent intimacy with which the vessel fairly poked her nose into backyards ashore and invaded the domestic privacy of those serene homesteads gave one a realizing sense of what navigation must reveal to the voyager by a Dutch canal boat. One could almost have taken a census of the inhabitants and their live stock as he passed.

tock as he passed.

All the familiar occupations of the countryside went on beneath the eyes of the intrusive strangers. While yet the vessel was some minutes from her wharf one saw was some minutes from her wharf one saw
the hasty preparations of those who intended to take passage when she should
arrive. Children were kissed, final charges
were given to those left behind, and the
prospective voyager was seen speeding,
bag or bundle in hand, to the place of
embarkation. Down curving, threadlike
marsh roads of smooth, deep sand country
vehicles tore at a gallon as the vessel gave vehicles tore at a gallop as the vessel gave her final hoot before departing, and sym-pathetic groups helped with anxious eyes panting old ladies as they hastened aboard, while the roustabouts waited impatient to run in the gangplank.

Amid the easy familiarity of an intimate countryside the stranger from the North, sharply marked out in guise and speech and manner from those with whom he voyaged, felt himself an alien, though half a dozen friendly words on his part were enough to win him the acquaintance of the local passengers and to reveal them as un-mistakable fellow Americans with the mistakable fellow Americans with the ideals and interests common to a continent. The response to friendly advances was instant, unsuspicious and cordial; nowhere along the route was there discoverable the frost of a social Arctic.

Toward 10 o'clock the vessel slowly slipped into the guide the route supply harbor of

slipped into the quiet, sunny harbor of the local metropolis at the head of haviga-tion. Running her nose into a sort of green lagoon, because the stream was too narrow for her to turn comfortably in its width, she was warped to her moorings, where she sat fuming and panting like a fat old lady who has walked so fast to church that she can hardly shape her mind to enjoy the cool quiet of her pew.

The metropolis, a town with a fine old finely name is now thanks, a destroy-

English name, is now, thanks to a destructive fire within a decade and a spurt of growth, an odd mixture of the old South and the new. Its streets lay breathless but cool beneath a smother of maples and lindens broader and denser than trees of like age further North, or broiled in naked discomfort under an unobstructed and almost tropical sun.

Half the churches were new and of sternly rectilinear cut stone, "white from the mason's hand," and tombstones in the unfenced churchyards within touch of the passerby suggested old Roman fashions in this regard. The ten-year-old court house, with its futile bits of malignant blue brick decoration, was a shameless of-

blue brick decoration, was a shameless of fence against the canons of architecture, and the more modern dwellings were mostly without charm of any sort.

The older wooden dwellings, however, were ample and dignified, with here and there the characteristic Eastern Shore kitchen in a separate small building connected with the dining room by a covered way, a palpable relic of the town lause slave quarters. Near the edge of the village a peaceful hush seemed to fail upon the stranger as he approached twelve or fifteen hundred feet of well made and finely weathered brick wall enclosing the shady

The King of Prussia, who had once stayed

the sparsely sown buoys that marked the tortuous channel leading to the moonlit bosom of the Chesapeake.

CURIOUS MEXICAN INDIANS.

From the Mexican Herald.

of the westering sun that gave them a new and sweeter charm.

Whether one stood forward or aft the changing scene was unfailingly delightful. By some miracle of happy accident little nests of fishing boats, shaded homest a ruinous windmill, the huddled roofs of a village port, the mests and spars of a

BEDROOM BRITISH EMBASSY SOME OF PRINCESS FAULINE BOMAPARTES MPIRE FURNITURE

charm that grew and melted and melted and grew beneath a sky such as one finds only when near the sea. Country folk in decent garments took short journeys from wharf to wharf, and on all sides were those soft, half Southern

who was plainly an up-countryman, inquired with intelligent interest of local

and have contrived to keep during all that time their national characteristics, their traditions and their individuality. If you seek them you will find them in Amatlan de los Reyes, a village in the State of Vera Crus, Mexico. They are the Amatecas.

The Amatecas are perhaps the only people in the republic who have succeeded in retaining for themselves what is practically self-government. It must not be understood for a moment that they make any pretansions to being independent of the central of the

considerable territory around it is in a sense The people of Amatian, especially the

Turkish Beggar at Home.

From Charities and the Commons

Beggars are never suppressed in Turkey. The story is told (and they say it is true) about an American lady who by a mistake gave a beggar of Constantinople a gold piece. The man had left his post when she returned, but one of his colleagues told he where he "resided."

where he "resided."

It was a fine house and at the door was a servant who politely informed the lady that "my master is dressing. He will be down soon." And then the well groomed beggar, dressed for dinner, appeared and gladly returned the gold piece, explaining in the meantime that such mistakes were highly embarrassing.

with the close trimmed, blue black beard and clearcut features had been second in command in the general passenger office of a comprehensive steamboat line in some cities that shall be nameless he would hardly have found time or inclination to welcome a certain intending passenger with distinguished courtesy. The city was Baltimore, however, and that made all the

the soothing sweetness which the Northerner finds as an ever new surprise in the manners of his fellow Americans below Mason and Dixon's line. Offering the visitor a seat, the assistant general passenger agent set forth the attractions of a dozen cosey inland voyages. not as one who urges his wares upon a sespicious or unwilling customer, but as he the is solicitous for the pleasure and well being of a guest. Unhappily, the particular voyage upon which the stranger had set

already journeyed almost five hundred

difference in the world. As to the intend-

ing passenger, he gently yielded himself to

miles could not be compassed in the time at his disposal. So much ascertained, the amiably unworldly official, whose sole business that day seemed to be the affairs of the single passenger then before him, modestly directed his attention to the charms of another voyage and caught the stranger's fancy by a few deftly sketched pictures of island ports, umbrageous shores and windy river headlands overlooking miles of wood and meadow. But the vessel would not sail for several hours and it still lacked long of the time when tickets could be bought and a stateroom occupied.

boy waited with characteristic dumb patience and the stranger's luggage. The voyager would fain be rid of both boy and luggage and free to go about town unhampered of impedimenta, inanimate or human. A remote hint made the situation clear and the purser was asked with tactful courtesy to step to the general offices. He came, a Marylander of soft speech, soothing manners and benevolently judicial aspect which was accentuated by a pair of gold bowed glasses astride a nose

of energetic connotation. Nothing, it

seemed, would delight this busy and me-

thedical man so much as to waive the

Franwhile a sweating, longshore colored

rules of his office and attend at once to the stranger's needs. He recommended with friendly interest an after stateroom as a bit quieter than those forward for one who would sleep while the vessel made her landings in the small hours. and silently taking in the stranger's inches with sympathetic eyes, he saw to it that the berth was amply long and wide. The whole transaction, in the office and aboard ship, was done with an elaboration of courtesy that put the traveller on his mettle it the matter of manners, but throughout the voyage he found himself, strive as he would, half a lap behind the sorupulous politeness of his entertainers, black and